

REMARKS

In the Office Action dated February 6, 2009, Claims 1-4, 6, 10-15 and 17-19 were rejected. Claims 5, 7-9, 16 and 20 were objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form. Applicant greatly appreciates the Examiner's statement in the previous Office Action with regard to the allowable claims. By this amendment, claims 3, 4, 15, 18 and 19 have been cancelled and claims 1, 2, 5 – 12, 14, 17 and 20 are amended.

Claims 1-3, 6, 13, 14, 17 and 18 were rejected under 35 USC 102(b) as being anticipated by Scholz et al. (USP 4,871,923). The Office Action asserted that Scholz et al. '923 teaches a first bearing ring 11, 12, 29 being fixed to support a support arrangement 3 in a torque proof manner and disposed co-axially with respect to said rotor axis, and a second bearing ring 11, 12, 29 being rotatably, with respect to said rotor axis, supported on said first bearing ring 11, 12, 29 and fixed to said rotor hub 2. However, the bearings disclosed by Scholz et al. '923 do not disclose a torque transmission arrangement extending radially inwardly with respect to the rotor axis from the second bearing ring, and wherein the torque transmission arrangement has at least one passage opening allowing access to an interior of the rotor hub. The bearings 11, 12, 29 or their associated torque transmission arrangement 13 do not provide any passage opening for service personnel to access the rotor hub. Therefore, Applicant respectfully submits that Scholz et al. does not teach, suggest or disclose the invention as claimed. Accordingly, claims 1, 14 and 17 have been amended to include the feature of a torque transmission arrangement having at least one passage opening. Withdrawal of the rejection under 35 USC 102(b) over Scholz et al. must be withdrawn.

Claims 1-4, 6, 13, 14, 15, 17, 18 and 19 were rejected under 35 USC 102(b) as being anticipated by Schoo et al. (USP 6,232,673). The bearings 6, 7 disclosed by Schoo et al. '673 do not disclose a torque transmission arrangement extending radially inwardly with respect to the rotor axis from the second bearing ring, and wherein the torque transmission arrangement 8, 13 has at least one passage opening allowing access to an interior of the rotor hub. The bearings 6, 7 or their associated torque transmission arrangement 8, 13 do not provide any passage opening for service personnel to access the rotor hub. Therefore, Applicant respectfully submits that Schoo et al. does not teach, suggest or disclose the invention as claimed. Accordingly, claims 1, 14 and 17 have been amended to include the feature of a torque transmission arrangement having at least one passage opening. Withdrawal of the rejection under 35 USC 102(b) over Schoo et al. must be withdrawn.

Claims 1-3, 6, 10, 12, 13, 14, 17 and 18 were rejected under 35 USC 102(b) as being anticipated by Schoo (DE 19916454 A1). The bearings 21 disclosed by Schoo do not disclose a torque transmission arrangement extending radially inwardly with respect to the rotor axis from the second bearing ring, and wherein the torque transmission arrangement 10, 13 has at least one passage opening allowing access to an interior of the rotor hub. The bearings 21 or their associated torque transmission arrangement 10, 13 do not provide any passage opening for service personnel to access the rotor hub. Therefore, Applicant respectfully submits that Schoo does not teach, suggest or disclose the invention as claimed. Accordingly, claims 1, 14 and 17 have been amended to include the feature of a torque transmission arrangement having at least one passage opening. Withdrawal of the rejection under 35 USC 102(b) over Schoo must be withdrawn.

Claims 1-3, 6, 10, 11, 13, 14, 17 and 18 were rejected under 35 USC 102(b) as being anticipated by Shin (USP 5,876,181). The bearings disclosed by Shin do not disclose a torque transmission arrangement extending radially inwardly with respect to the rotor axis from the second bearing ring, and wherein the torque transmission arrangement has at least one passage opening allowing access to an interior of the rotor hub. The bearings or their associated torque transmission arrangement do not provide any passage opening for service personnel to access the rotor hub. Therefore, Applicant respectfully submits that Shin does not teach, suggest or disclose the invention as claimed. Accordingly, claims 1, 14 and 17 have been amended to include the feature of a torque transmission arrangement having at least one passage opening. Withdrawal of the rejection under 35 USC 102(b) over Shin must be withdrawn.

In summary, Applicants respectfully submit that the claimed invention defines allowable subject matter over the applied art. Withdrawal of the rejection of record is respectfully requested and allowance of the claims is respectfully solicited.

In view of the foregoing, Applicants respectfully submit that the application is in condition for allowance. Favorable reconsideration and prompt allowance of the application are respectfully requested.

Should the Examiner believe that anything further is needed to place the application in even better condition for allowance, the Examiner is requested to contact Applicants' undersigned representative at the telephone number below.

General Electric Company
1 River Road, Bldg. 43-225
Schenectady, NY 12345
Telephone: (518) 385-4522
Facsimile: (866) 325-5699

Respectfully submitted,
/James W. Pemrick/
James W. Pemrick
Reg. No. 38,577